

South Downtown Railroad Underpass Reconstruction

City of Colorado Springs
November 19, 2020



Welcome

[ColoradoSprings.gov/RailUnderpassReconstruction](https://coloradosprings.gov/RailUnderpassReconstruction)



Speakers



Aaron Egbert, City
Project Manager



Tom Anzia, FHU
Project Manager



Brad Rodenberg,
TRS Right-of-Way
Consultant



Lisa Bachman,
Public Engagement

Agenda

#1 Welcome & Introductions

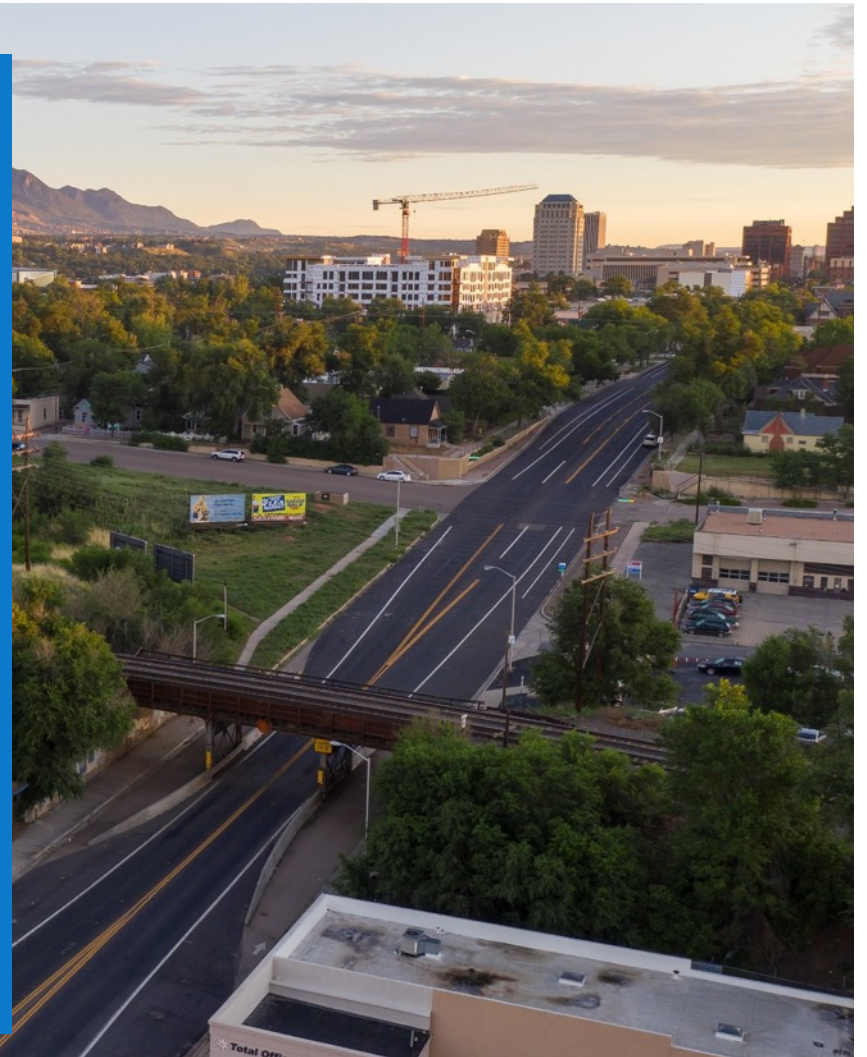
#2 Webinar Guidelines

#3 Presentation

- Project Overview
- Community Outreach Summary
- Planning Process Review

#4 Q&A Instructions & Session

#5 Wrap Up – Next Steps



Webinar Guidelines

- To help facilitate an informative meeting for all our participants, please keep the following in mind:
 - Video cameras will be turned off and microphones muted. Only presenters will be sharing their screens
 - Kindly avoid any disruptions or activities that otherwise delay or interfere with the meeting



Webinar Guidelines

- Time is designated at the end of the presentation for questions:
 - Use the Q&A function on the screen to type your question. Please provide your full name
 - Those participating by phone may text questions to 719-339-4109
- Please limit questions and comments to the topic of tonight's meeting
- We will attempt to answer all questions. Those that don't get addressed due to time constraints may be emailed to: Lisa@bachmanpr.com

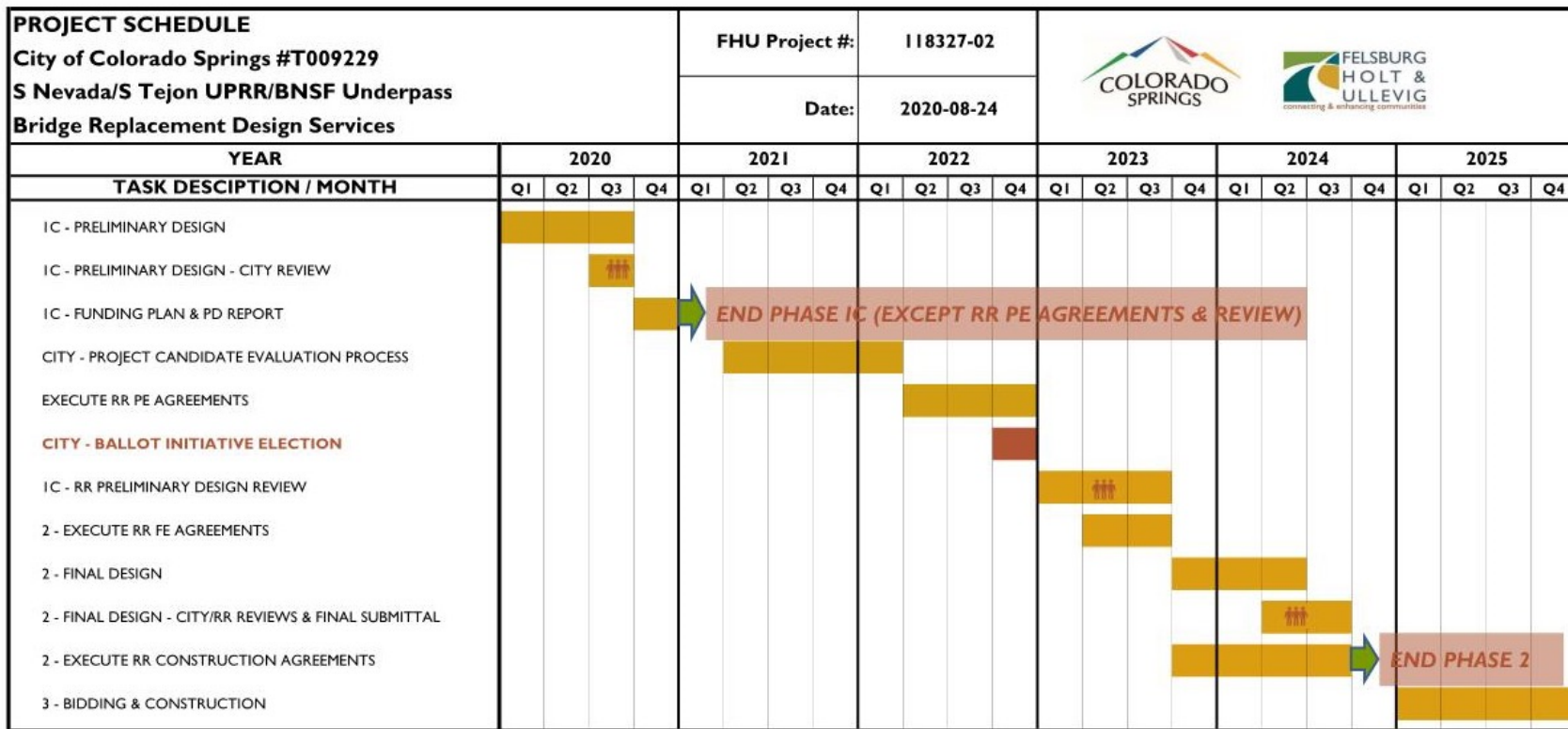
Project Purpose

In 2019 the City of Colorado Springs initiated a study to identify the optimal location and plan for design of replacement of two railroad bridges at the south end of downtown Colorado Springs.

The aging bridges over South Nevada Avenue (70 years old) and South Tejon Street (115 years old) are in poor condition and will require replacement.



Project Process & Schedule





Project Process & Schedule

- 2019: Planning Process – Preferred Alternative – Stakeholder and Neighborhood Engagement
- 2020: Preliminary Design – Property Owner Engagement – Public Engagement
- 2021: Preliminary Design – Project Scope & Budget Details
- 2022: November Vote – PPRTA Construction Ballot Initiative
- 2025: Earliest Construction Start (unless other funding becomes available)

Community Outreach Summary





Neighborhood Outreach

- 10 Meetings – Mill Street Neighborhood Association
- 08/10/2019 – Mill Street Neighborhood Summer Block Picnic Information Booth
- 05/21/2019 – Neighborhood all day Open House
- 2020 – 30 Potential Impacted Property Owners
- 11/04/2020 – Pop-Up Open House, UCCS Downtown
- 11/19/2020 – Virtual Public Meeting



Stakeholder Committee Meetings

- Downtown Partnership of Colorado Springs
- Springs Rescue Mission
- Mill Street Neighborhood Association
- Colorado Springs Utilities
- US Olympic Museum
- Trails and Open Space Coalition
- Kids On Bikes
- Colorado Springs Housing Authority
- Council of Neighbors and Organizations
- Historic Preservation Alliance of Colorado Springs
- Fountain Colony Real Estate
- Nor'wood Development
- Lowell Neighborhood, Westwood and Prestwich Townhome Owners Associations
- City Springs Small Business Development Administrator
- Weidner Apartment Homes/Downtown Stadium
- Colorado Springs Community Development Division
- Bike Colorado Springs
- Mountain Metro Transit
- The Independence Center
- Middle Shooks Run Neighborhood Association
- PPACG Citizens Advisory Council representative
- City Springs Bike Planner
- City Traffic Engineer
- City Economic Development
- City Stormwater
- City Parks, Recreation and Cultural Services
- City Transportation Planner
- City Urban Renewal Authority



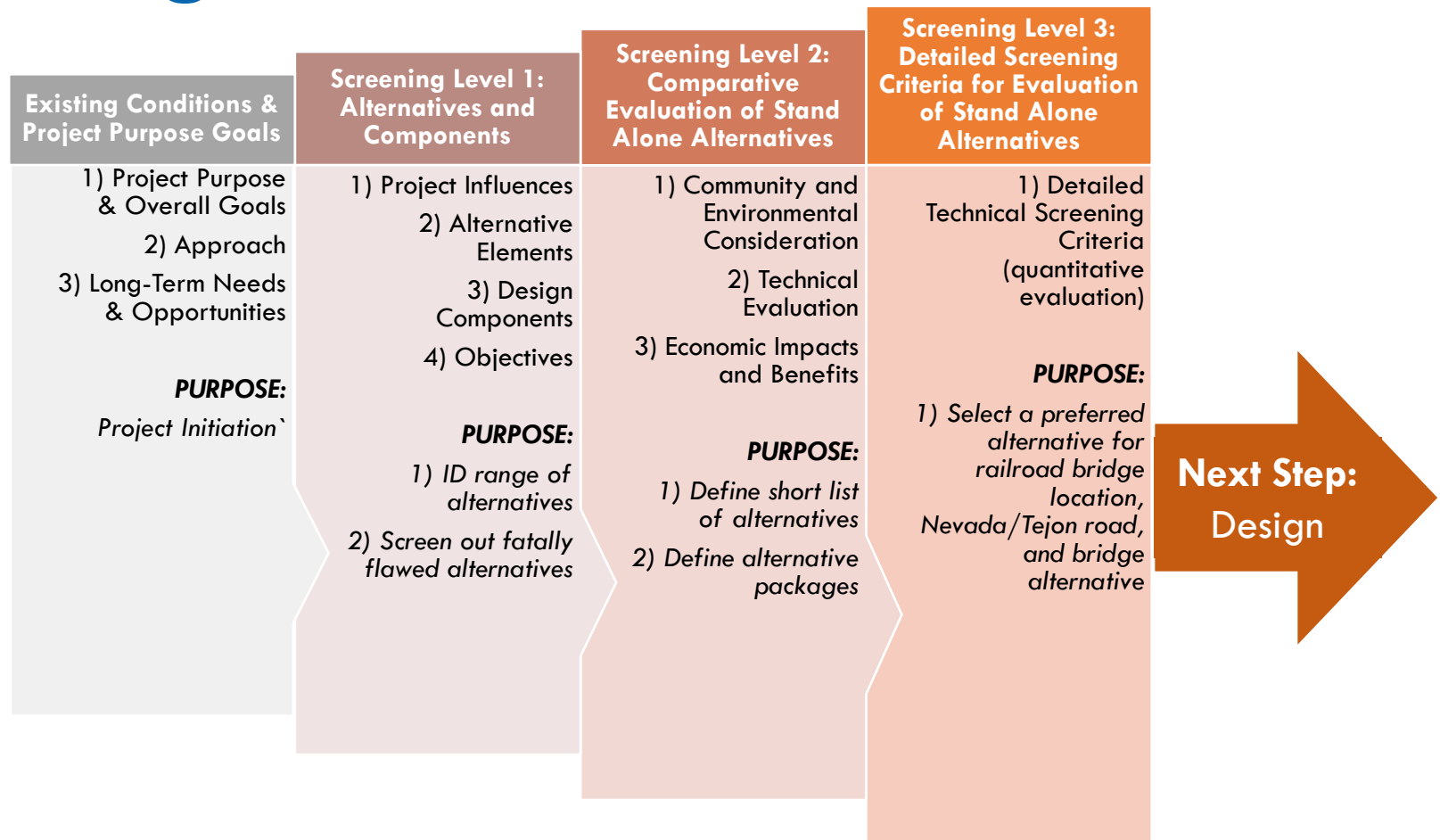
Other Meetings/Presentations

- 6 – City Staff Planning Work Sessions
- 11 – City Meetings/Updates: Springs Utilities, Parks Dept., Pioneers Museum, Mayor's Office, City Council
- 1 – Developer Group Forum and 10 separate meetings
- 36 – 1-on-1 Meetings and Presentations including organizations such as:
 - BNSF and UP Railroads
 - The Independence Center
 - Colorado Springs Chamber and EDC
 - Colorado Springs Downtown Partnership
 - Downtown Development Authority
 - Downtown Review Board
 - Colorado Springs Historic Preservation Alliance
 - Lowell Neighborhood Master Association
 - School District 11
 - Visit COS, Convention and Visitors Bureau
 - Fountain Creek Watershed Flood Control and Greenway District

Communications

- 4 door-to-door – deliveries of project information/fact sheets
 - 2/14/2019 – Postcards mailed to 257 residents & 180 adjacent property owners
 - 10/28/20 – Postcards mailed to 1200 property owners promoting public meeting
- 7 newsletters – distributed
 - Nov 17, 2020 – 728
 - Nov 3, 2020 – 728
 - Oct 23, 2020 – 724
 - May 21, 2020 – 343
 - May 20, 2019 – 345
 - May 16, 2019 – 345
 - Feb. 20, 2019 – 189
 - Feb 13, 2019 – 196

Planning Process Overview





Project Goals

- Gain understanding of the **long-term needs and opportunities** for this **public infrastructure**
- Effectively address **railroad operational, maintenance and safety needs**
- Maintain and improve **traffic operations** on Nevada Ave., Tejon St., and intersecting streets
- Complete a **quiet zone study** and implement the findings
- Address **pedestrian and bicycle connectivity** and **safety** across the railroad tracks
- Design bridges and associated improvements that are compatible with and improve access to surrounding **neighborhoods and land uses**, and are supportive of **development opportunities**
- Design bridges and underpasses to be **welcoming and attractive**
- Address **cost effectiveness** to construct and maintain the bridges
- Develop an **improvement program and funding strategy** to provide financing through a combination of City, regional, federal, state and railroad sources
- Develop beneficial **internal and external City partnerships**
- **Inform the public and engage stakeholders** potentially impacted by the project

Screening Level 1 Summary

- Alternatives A through E: Eliminated
- Alternatives F & G: Future Consideration
- Alternatives H through L: Retained

(Graphics of Eliminated Level 1 Alternatives are available upon request during the Q&A)

Level 1: Retained Alternatives

The alternatives retained from Screening Level 1 generally follow the three colored alignments shown, and were further developed during Level 2 for further evaluation and screening.



Screening Level 2 Summary

- Evaluation Criteria:
 - Community Values
 - Technical Considerations
 - Economic Vitality
- Level 2A:
 - Alternatives I & J: Eliminated
 - Alternatives K & L: Retained (as N,O,&M)

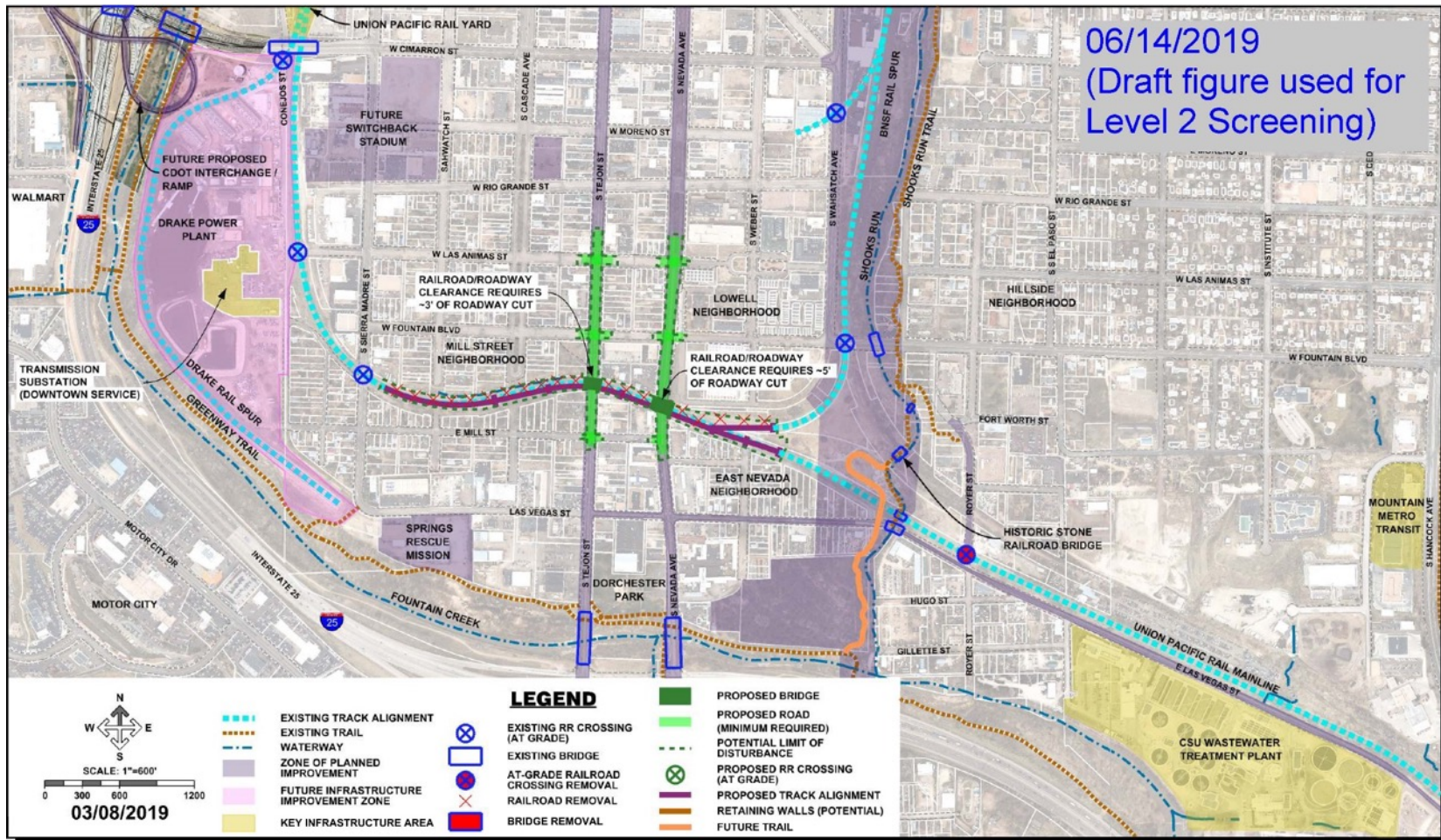
Screening Level 2 Summary

- Level 2B:
 - Stakeholders and City planning representatives requested additional evaluation and comparison between Alternative H and Alternative M1

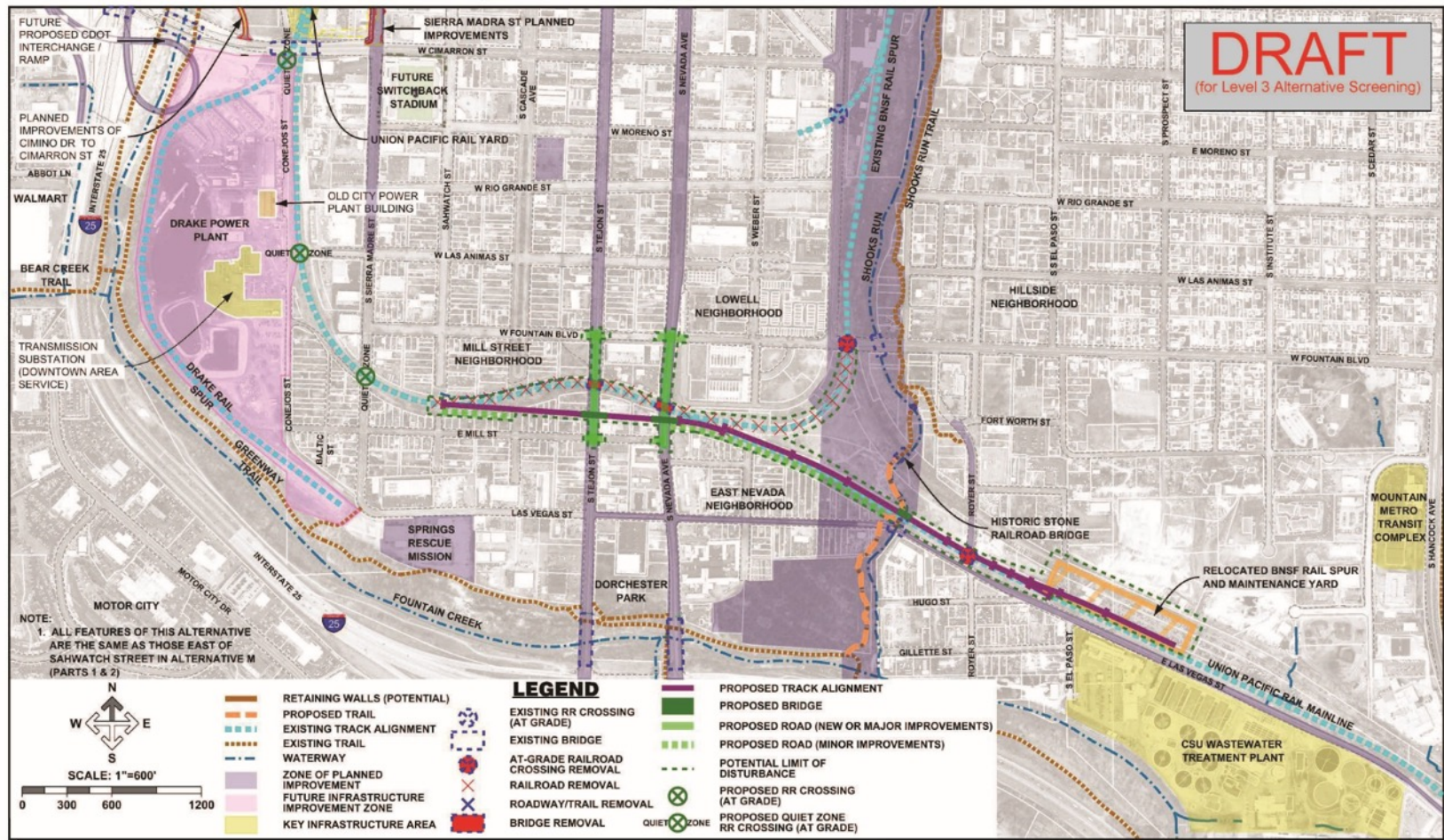
Remaining Alternatives

- Alternative H
- Alternative M (M1 or M1/M2)
- Alternative N
- Alternative O

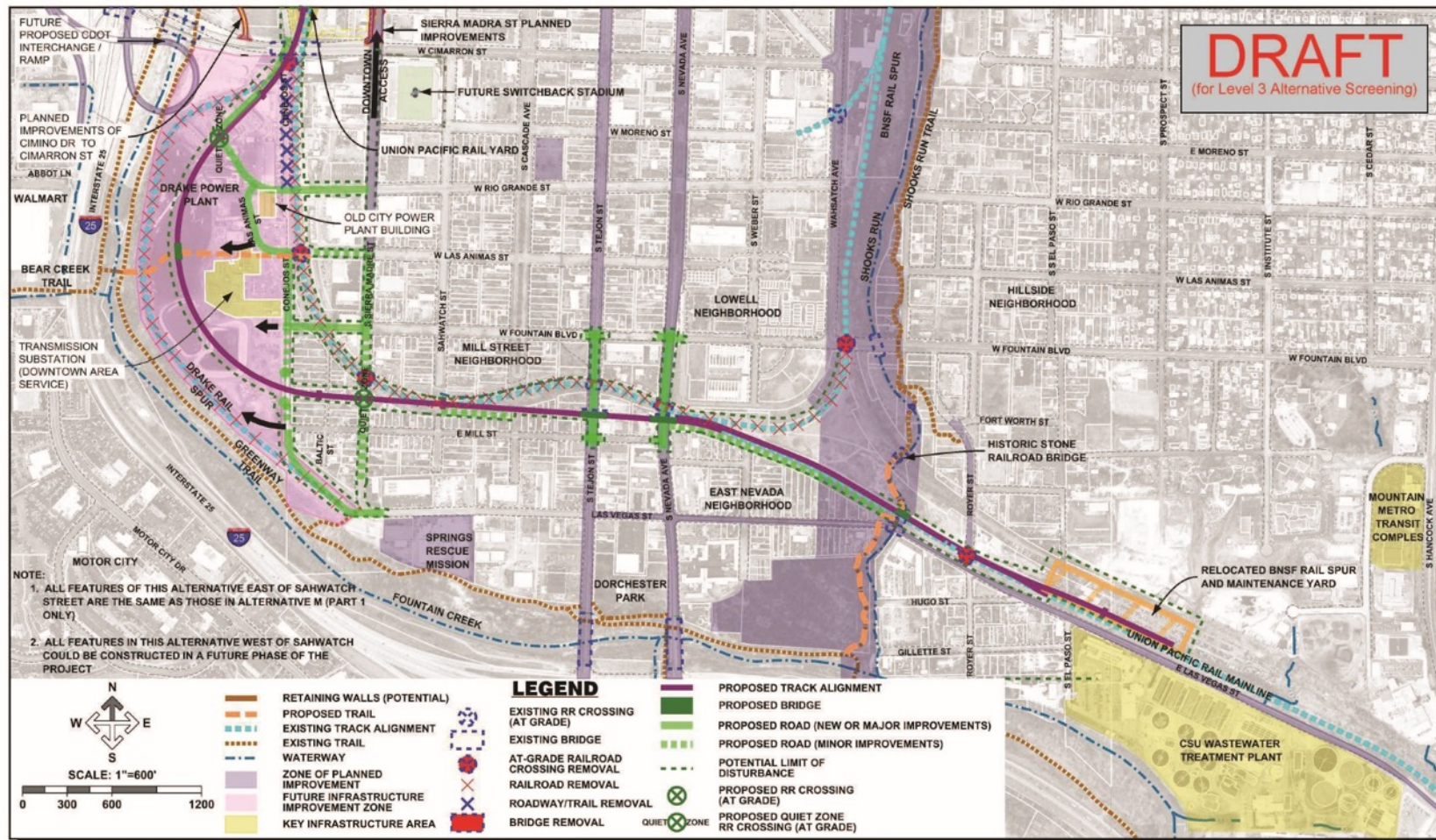
Alternative H (along existing ROW)

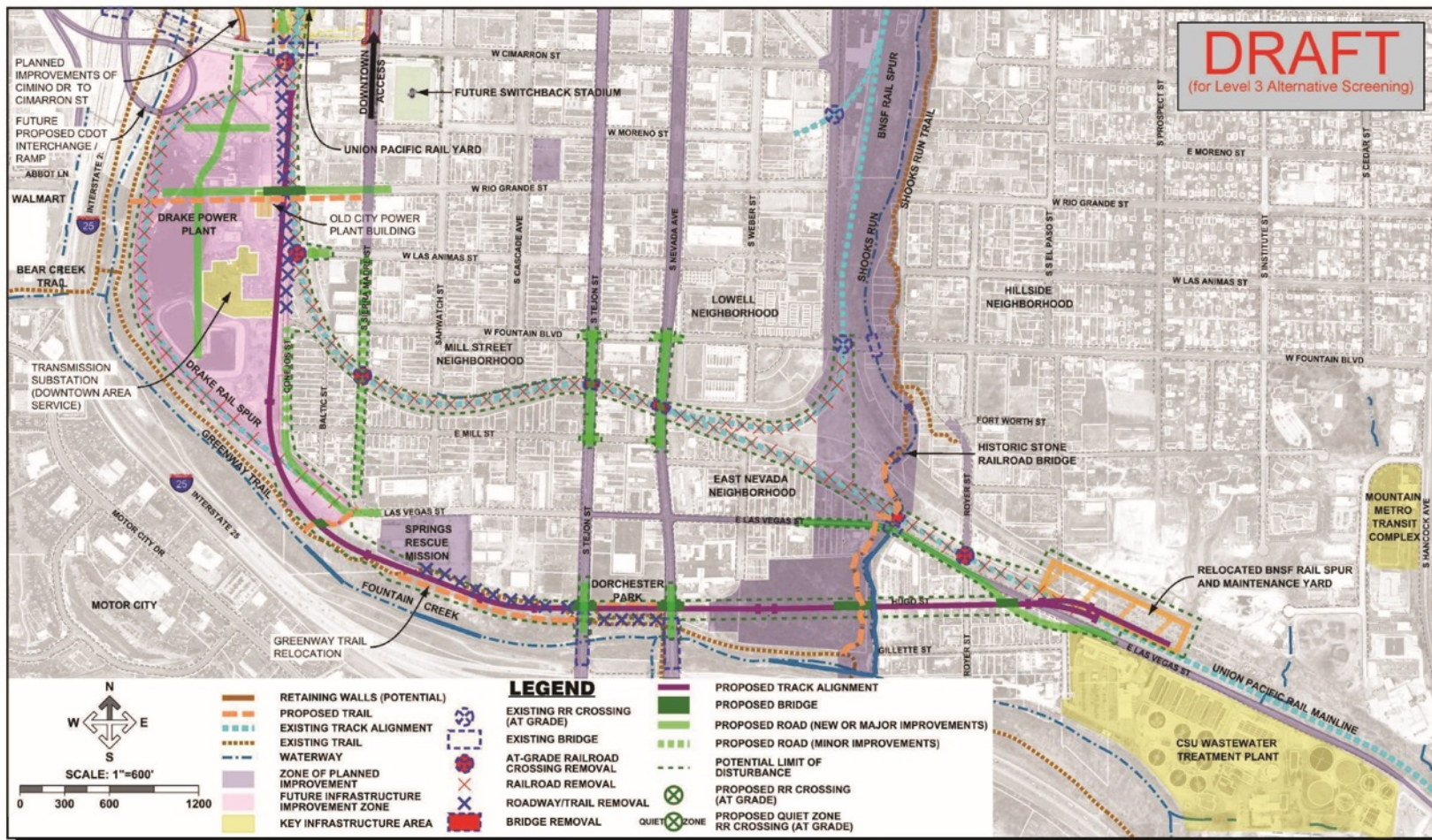


Alternative M1

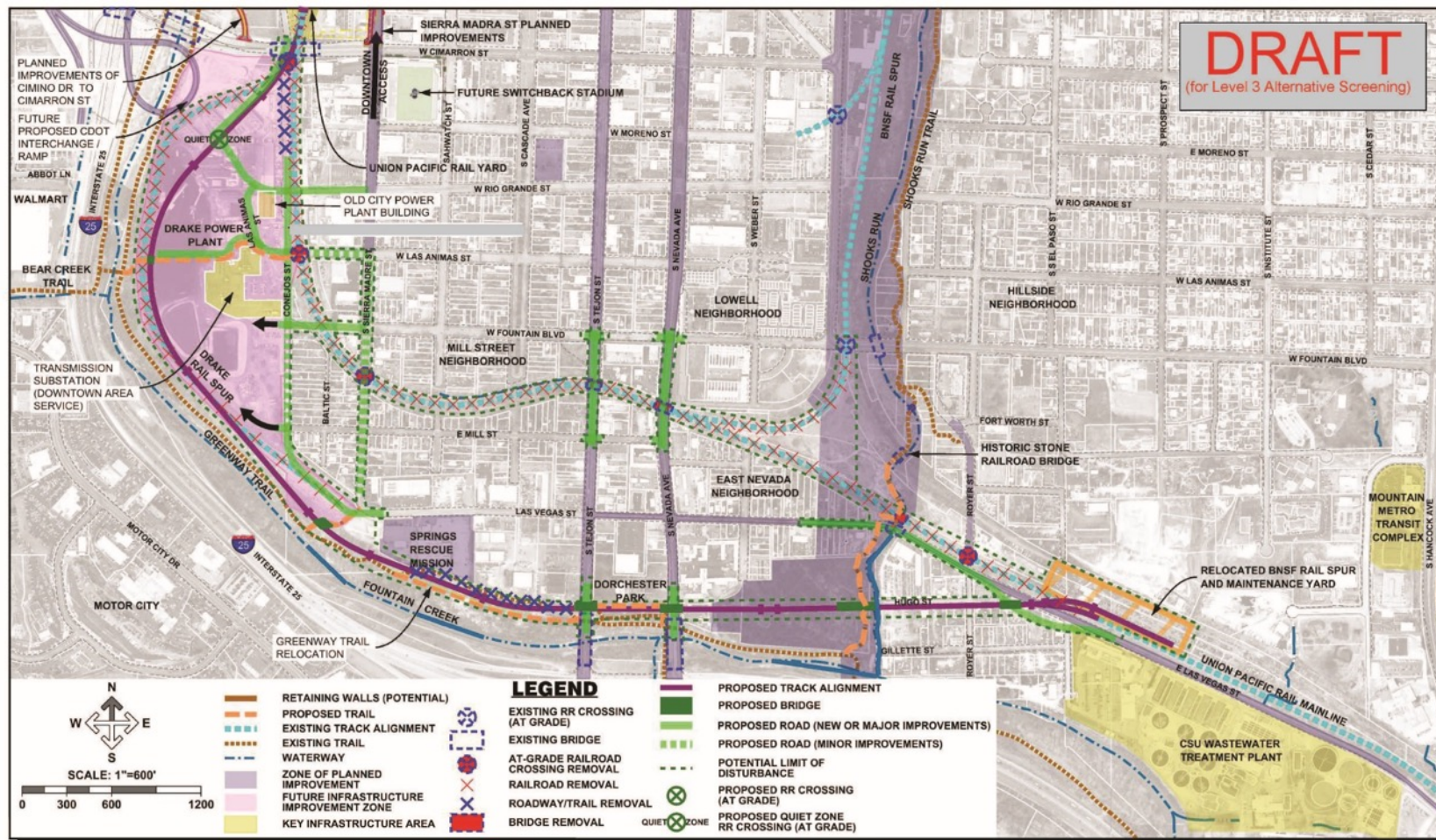


Alternative M1 & M2





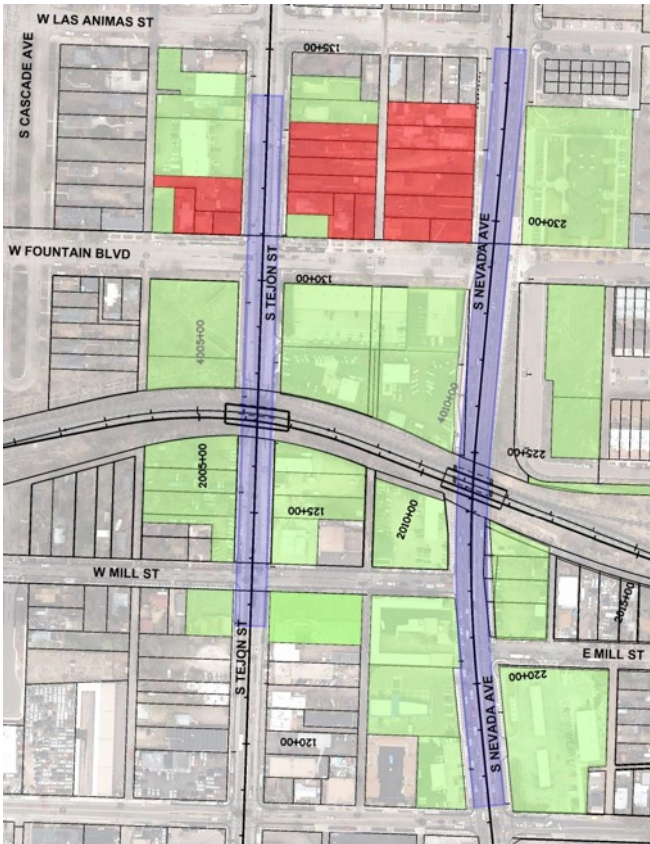
Alternative O



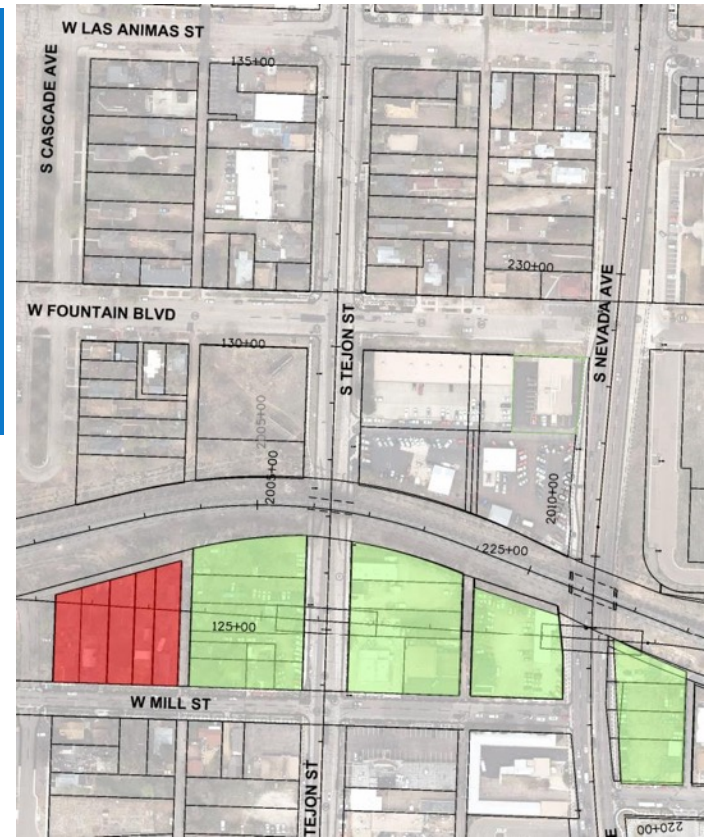
Screening Level 2B: H vs. M1

- Additional Information Developed
 - Conceptual Design
 - Impacts Analysis
 - Conceptual Cost Estimates
- Compared Alternatives
- City Planning Work Session

Alternative H vs. Alternative M1



Alternative M1
has a fewer
number of
property impacts
than Alternative H



Screening Level 2B Results

- Alternative H eliminated because:
 - Significantly less reconstruction of Nevada and Tejon with Alternative M1
 - Alternative M1 improves rail alignment and train operations while H does not
 - Alternative M1 has fewer utility impacts
 - Estimated construction cost for Alternative M1 is significantly less than Alternative H



Reminder: How to Ask Questions

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Screening Level 3 Summary

- Detailed evaluation of 32 criteria
- Nine criteria based on project purpose and community values
 1. Railroad Operations
 2. Road Function and Mobility
 3. Property Impacts
 4. Ease of Implementation
 5. Project Costs
 6. Funding and Economic Benefits
 7. Vitality and Resilience
 8. Quality of Life
 9. Neighborhood Character
- Summarized key differentiators

L3 Screening – Key Differentiators

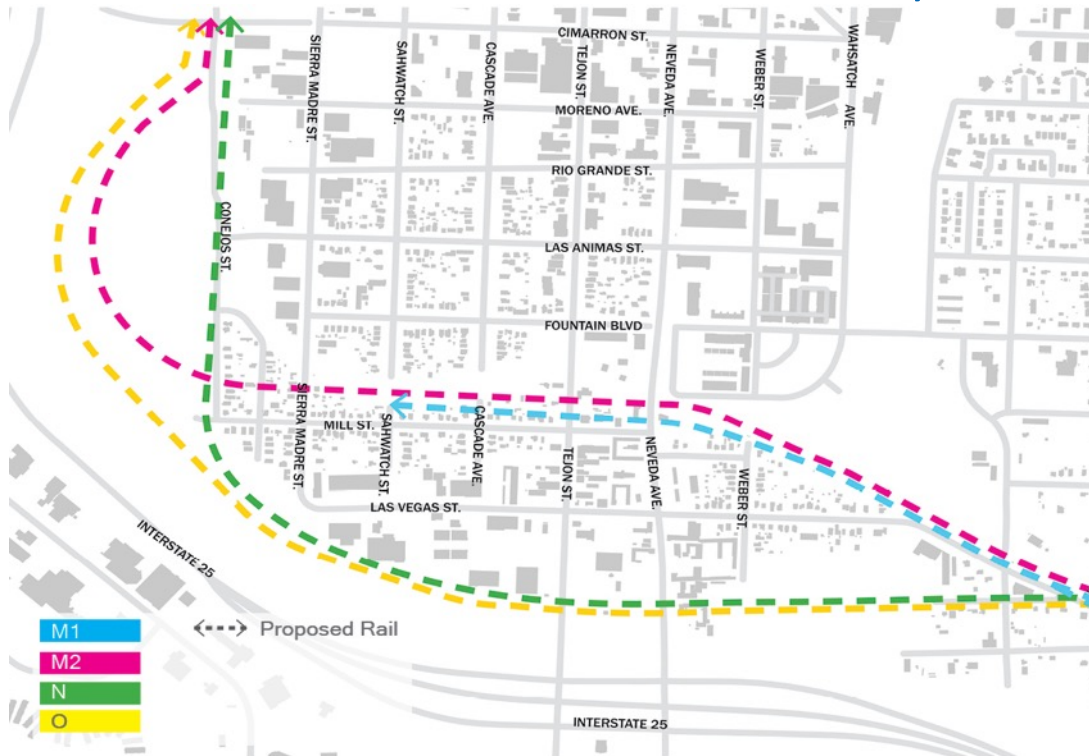
Criterion #1 – Railroad Operations



- M, N, and O improve rail alignment, operations, and include QZ improvements
- N eliminates all at-grade RR crossings
- N and M1 have less overall maintenance (track length)

L3 Screening – Key Differentiators

Criterion #2 – Road Function and Mobility



- O has best street, trail and multimodal connectivity to Drake site, and eliminates 1 at-grade crossing.
- N has good connectivity to largest acreage for Drake redevelopment and eliminates all at-grade crossings.
- M1/M2 maintains 2 at-grade crossings, trail connectivity.
- M1 has least connectivity and maintains 2 at-grade crossings

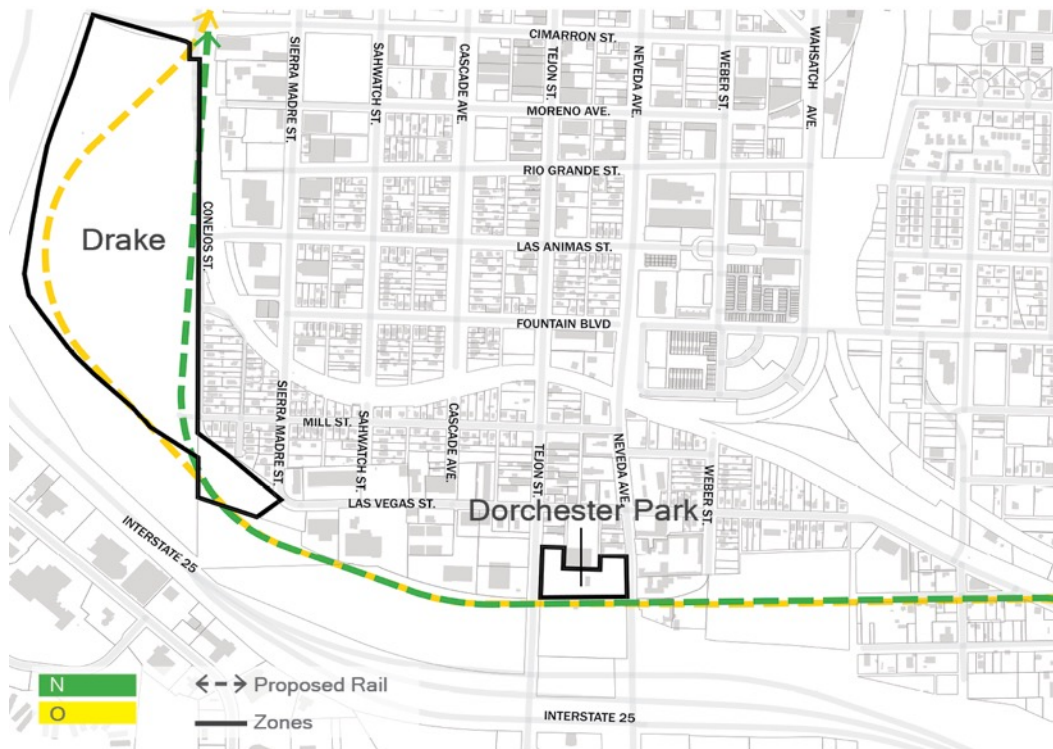
L3 Screening – Key Differentiators

Criterion #3 – Property Impacts

- M1 has the least property impacts (less than H, N, or O).
- N & O have intermediate property impacts (less than H or M1/M2, more than M1).
- H and M1/M2 have the most property impacts.

L3 Screening – Key Differentiators

Criterion #4 – Ease of Implementation



- M1 has less cost, ROW complexity, and regulatory hurdles than others, better than N and O to address bridge condition in a timely manner.
- M1/M2 can be easily phased to address bridge condition in a timely manner, but property impacts to Habitat for Humanity residents would complicate ROW.
- N and O are challenging to address in a timely manner, are not easily phased, and Drake/Dorchester Park add regulatory complexity.

L3 Screening – Key Differentiators

Criterion #5 – Project Costs*

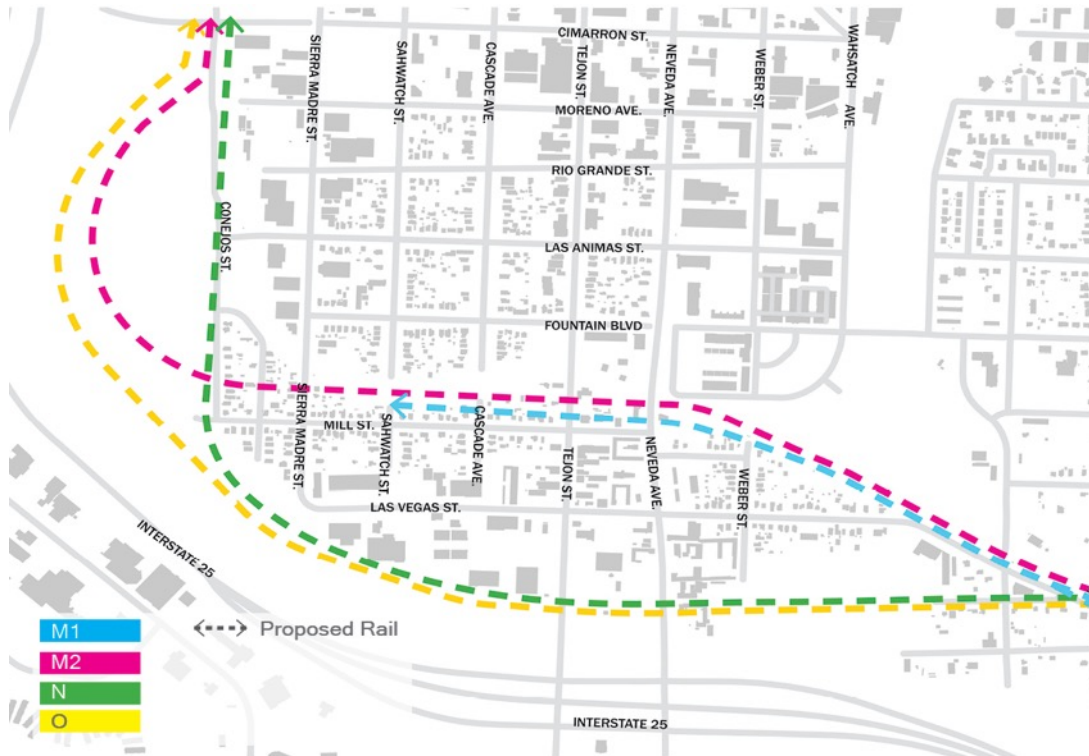
○ Alternative H:	\$53.7 Million
○ Alternative M1:	\$42.0 Million
○ Alternative M2:	\$47.0 Million
○ Alternative N:	\$111.0 Million
○ Alternative O:	\$122.0 Million

*These estimates were developed before the Las Vegas Bridge and Legacy Loop Trail Connection were added to the project.

- M1/M2: \$89.0 Million

L3 Screening – Key Differentiators

Criterion #5 – Project Costs

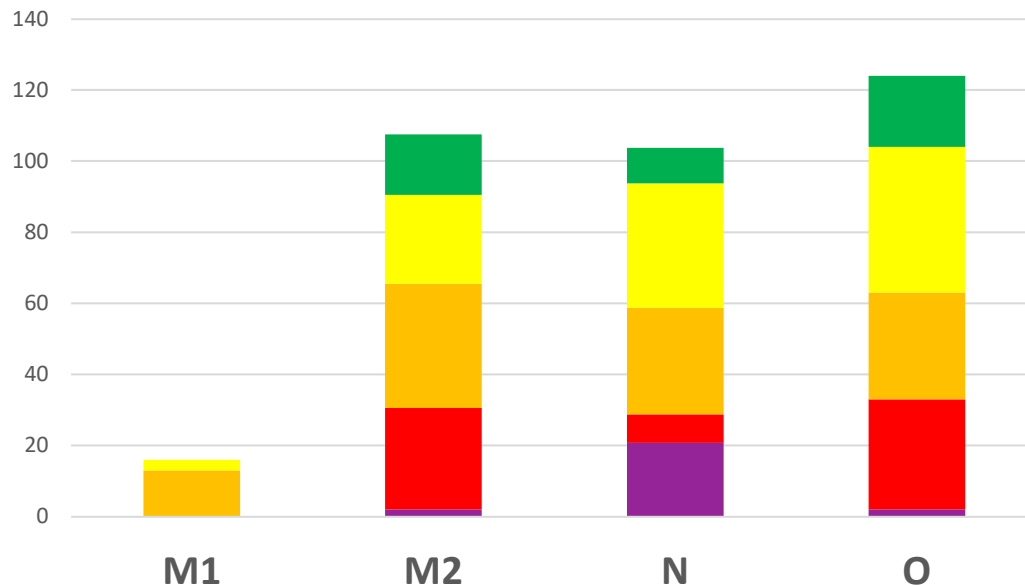


- M1 cost is less than H, N, O, or M1/M2.
- M1/M2 cost more H or M1.
- N and O have the highest cost.

L3 Screening – Key Differentiators

Criterion #6 – Funding and Economic Benefits

Potential for Redevelopment Comparison



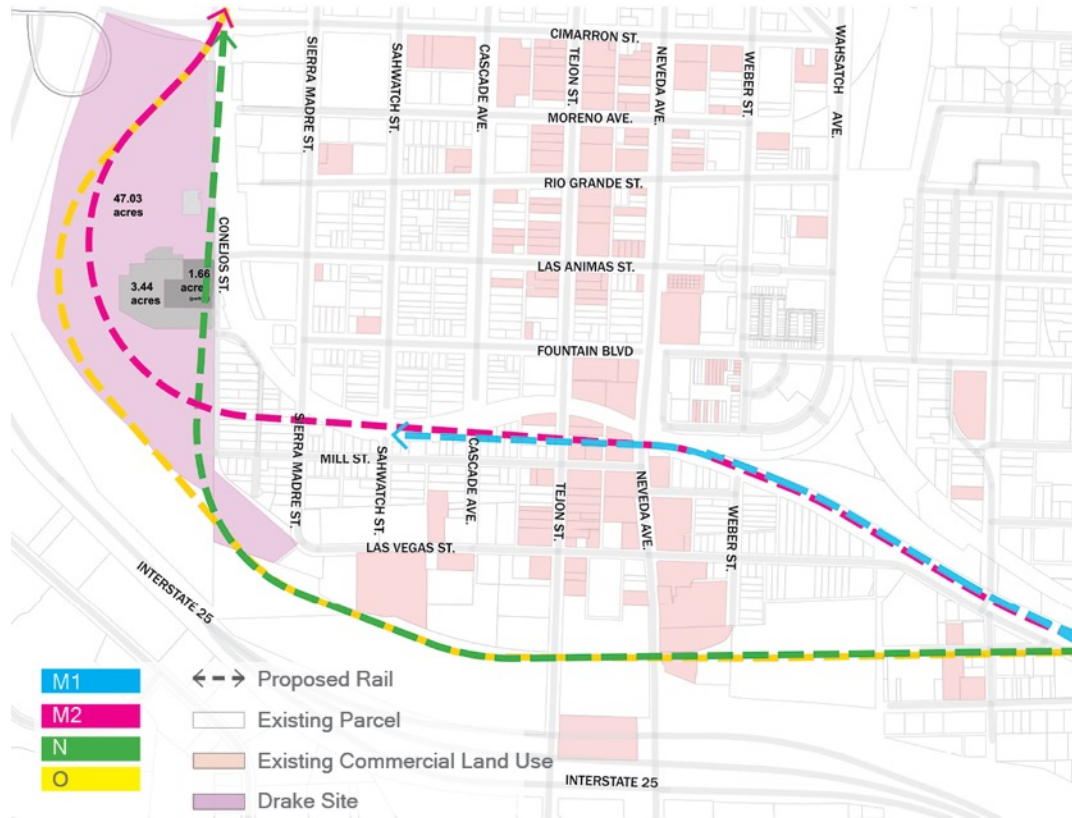
Industrial
General Mixed Use

Activity Center Mixed Use
Residential

- Major advantage of M1/M2 is to immediately fund M1 and seek partnerships for future implementation of M2.
- O with Drake site provides greatest opportunities for long-term redevelopment funding potential.
- M2, N, or O all create Drake benefits.

L3 Screening – Key Differentiators

Criterion #7 – Vitality and Resilience



- O has greatest contributions to economic vitality of downtown due to redevelopment potential and connectivity enhancements with the least impact on retaining valued businesses.
- M1/M2 and O have potential for high-density commercial/mixed use development.
- M1 has the least improvements that would attract new businesses, but also has least impact to property values that could have resident displacement implications.

L3 Screening – Key Differentiators

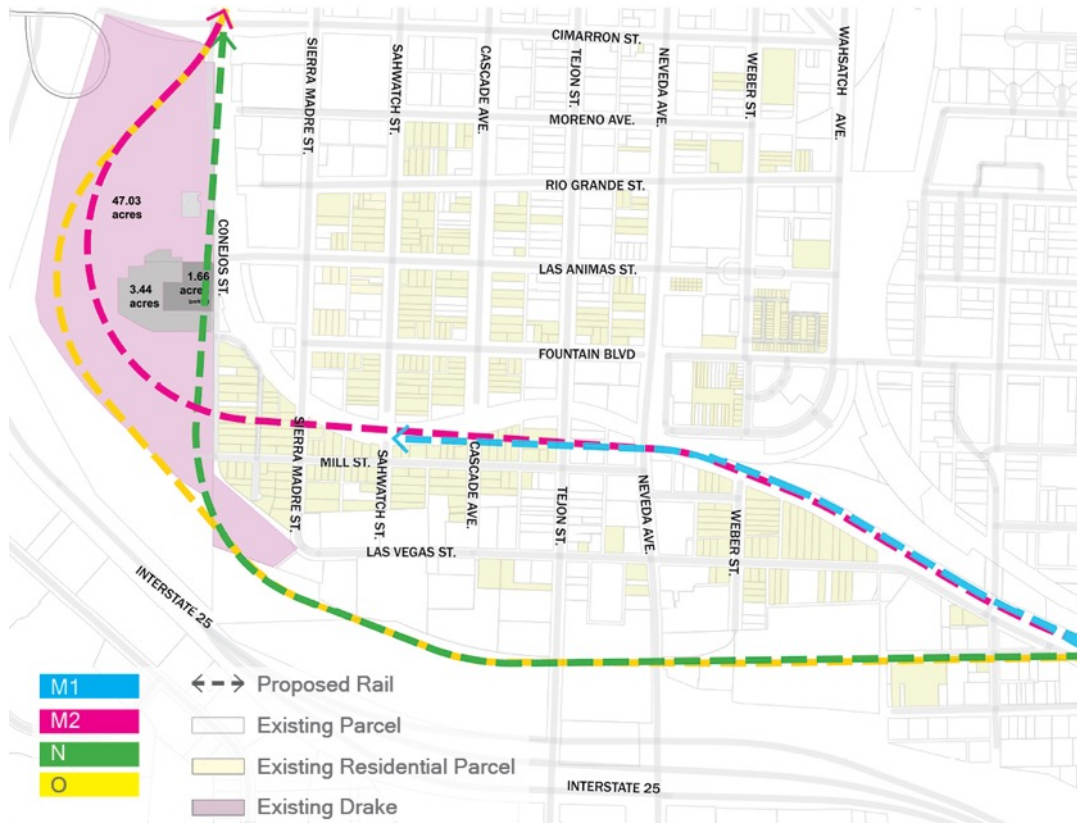
Criterion #8 – Quality of Life



- N and O relocate rail farther from Lowell/Mill Street, improving air quality and noise reduction
- H and M1 impact the least amount of ground area but have the least influence on reducing the number of industrial sites (noise, hazardous materials, air quality).

L3 Screening – Key Differentiators

Criterion #9 – Neighborhood Character



- N and O have the highest small home/character retention, no impacts to structures over 100 years old, and remove rail as a physical barrier to community cohesion.
- M2 has the most residential property impacts requiring full acquisition and impacts up to 16 structures over 100 years old.
- M1 has more residential impacts than H, but significantly less than M2, and impacts up to 3 structures over 100 years old.

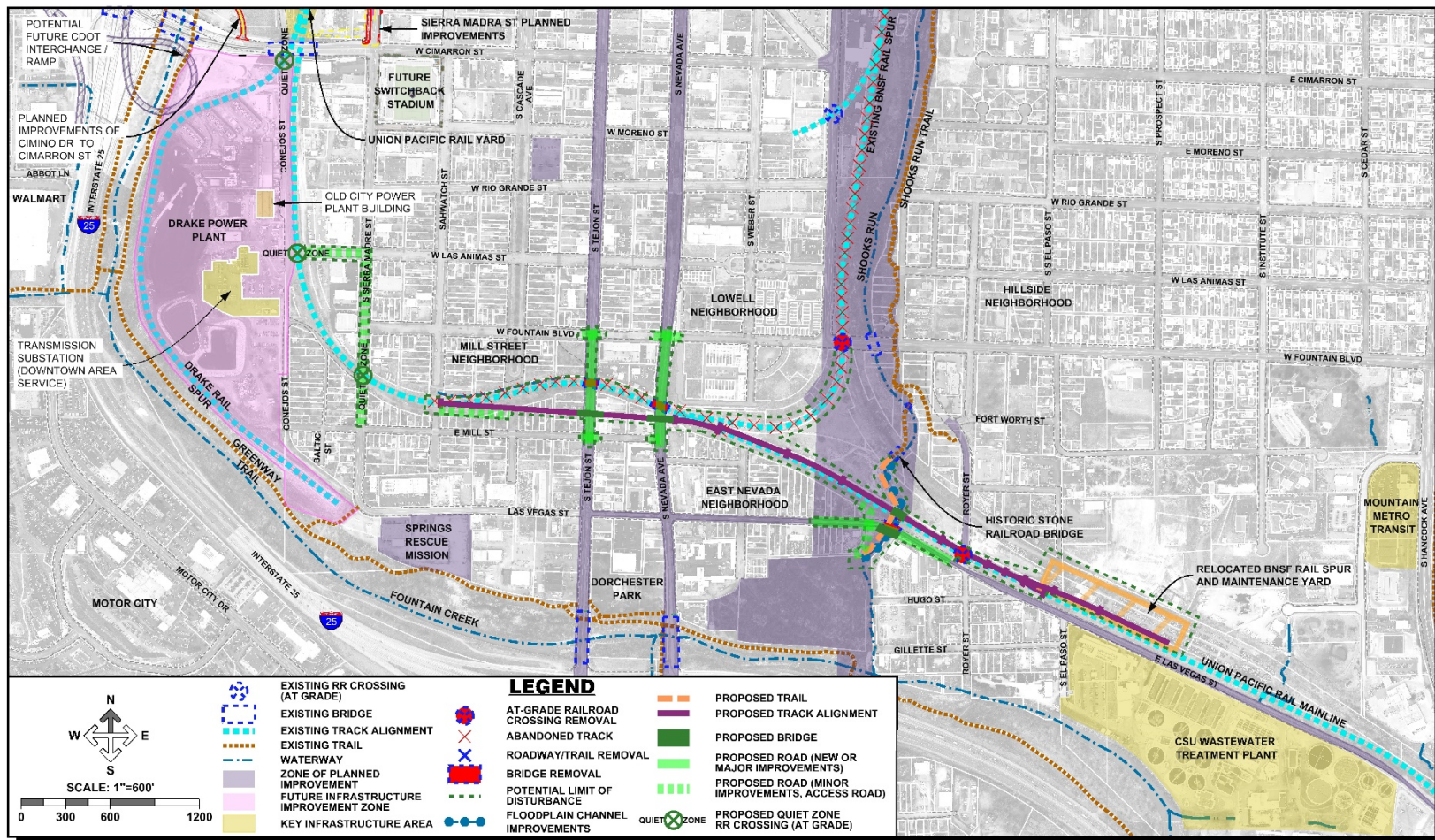
Final Screening Level 3 Summary

- Alternative M1 was recommended as the Preferred Alternative in summary due to:
 - Enhanced roadway and railroad function, operations, and mobility
 - Easiest implementation and least construction impacts and cost
 - Stable vitality and resilience with potential future economic redevelopment opportunities
 - Moderately enhances the quality of life and neighborhood character

Final Screening Level 3 Summary

- The evaluation, findings, and recommendation were presented to the Stakeholder Committee as well as City representatives and received concurrence.
- Alternative M1 has now been adopted as the Preferred Alternative for the project.

Preferred Alternative



Q&A Instructions

- If participating by phone:
 - Text questions to 719-339-4109
- If participating online by MS Teams LIVE:
 - Type questions into the Q&A function by clicking the icon on the screen, and include your full name

Q&A Instructions

- Additional questions may be emailed to:
 - Lisa@bachmanpr.com, Project Public Engagement
 - Project webpage:
ColoradoSprings.gov/RailUnderpassReconstruction



Q&A Session



Wrap Up & Next Steps

- Follow up in response to additional questions will be posted on the project website.
- The project team will continue with preliminary design through the first quarter of 2021.
- To receive project newsletter updates, send an email to Lisa@Bachmanpr.com and request to be added to the project database.

Website:

[ColoradoSprings.gov/RailUnderpassReconstruction](https://coloradosprings.gov/RailUnderpassReconstruction)

Thank You!

